D. J. MACKEY'S BIG COUP

Scooped in the Evansville & Terre Haute Stock at 70 Yesterday.

Explanation for the Great Drop in E. & T. H Stock in New York-Passenger Agents Growling Over World's Fair Rates.

A dispatch from Evansville says: The failure of H. I. Nicholas & Co., on the New York Stock Exchange to-day, was supposed to be a heavy blow to David J. Mackey, the railroad magnate of this city, who has been quietly making a big E. & T. H. deal for more than a month past. After being at the head of the Evansville & Terre Haute railroad for ten years, Mackey was deposed some months ago, and his last move was to again secure contral of the property. Nicholas & Co. is the firm through which Mackey has been interested. Together with Frederick W. Cook, the wealthy brewer, and E. P. Huston, president of the Bank of Commerce of this city, this deal, it is known, was apparently headed off by Mr. Porter, of the Chicago & Eastern Illinois, and also by the Louisville & Nashville Railroad Company, as being inimical to their interests, as properties working under joint conditions. There was an attempt made in Chicago Monday to secure Mr. Porter's agreement to the arrangement by which Mr. Mackey should again secure control of the properties he desired, but it proved a failure, Then it was that the Evansville parties left for New York again to take further action. It now looks as if they had taken further action in a decidedly sensational manner, not having hesitated in working the ruin of an old member of the New York Stock Exchange in doing so.

E. O. Hopkins, vice president and general manager of the Louisville, Evansville panie in New York, to-day, resulted in D. J. Mackey and his friends again securing control of the Evansville & Terre Haute railway. The stock was bought in at 70 and 80. Mackey had Standard Oil backing and 80. Mackey had Standard Oil backing and swept everything in sight. One week ago he would have been willing to pay 120 to 180 per share for the same stock. The saving amounts to \$1,000,000 or \$1,500,000. Mackey was elected president of the board of directors and chairman of the finance committee. The organization will be completed Friday. This is a victory over Mr. Porter, of the Chicago & Eastern Illinois, and the Louisville & Nashville. Porter resently threatened that should Mackey again accure control of the Evansville & Terre secure control of the Evansville & Terre Haute he would parallel the latter from Terre Haute to this city, and connect with the Louisville & Nashville to the South. Mackey threatened, in retaliation, to parallel the Chicago & Eastern Illinois from Terre Haute to Chicago, and for a southern outlet use the Ohio Valley and the Chesapeake & Ohio. This would give two trunk lines from Chicago to the South via Evansville,

Can Rate Matters Be Harmonized? More than ordinary interess is taken in the meeting of railway officials which takes place to-day in Chicago, President Ingalls, of the Big Four, and Vice President McCrea, of the Pennsylvania, will be there, and other officials interested in the roads where rates are most demoralized. Up to the present time the question has been as to who begun the demoralization and how to punish the competitors who kept dropping rates. To-day the question is, what can be done to restore rates? Says a general passenger agent: "The higher officials have become convinced by this time that it is not low rates so much as stable rates that are wanted. It is evident carrying passengers to the world's fair ing through the press that rates will go still lower, 75 per cent. of the people will wait until the lower rate is announced. There is no use in trying to place rates low enough to satisfy the people who wish to go to the world's fair, or, in fact, anywhere else, as is illustrated in the rate of 1 cent per mile to the Grand Army of the Republic and its friends; now that a 1-cent-per-mile rate is given they

want a 1-cent-per-mile rate one way to cover the round trip." That the officials have a big task before them is not questioned, and it is feared no result will be reached that will prevent a further demoralization. Hon. Aldace F. Walker is expected to be in attendance, and he is a strong advocate of fair and reasonable rates, so protected that it will be serious business for a road to go back on the agreement it enters into. Mr. Walker says rate wars unsettle values, disturb business relations and invite disaster on every hand. He says this special railroad disease is unknown in other countries.

Agreement on World's Fair Rates. Western roads reached an agreement late last evening at Chicago on world's fair rates for the month of August. Whether or not the agreement will hold good for longer than the fair will depend on the amount of travel brought out. The meeting yesterday adopted the following: "Commencing Aug. 1, special world's fair tickets to Chicago and return may be sold from all points in the Western Passenger Association territory, at the rate of one standard, one-way fare for the round trip. The rate from East St. Louis to Chicago, shall be \$9.50, and from St. Louis to Chicago i10. Tickets at these rates will be good only for continuous passage, commencing on date of sale, and continuous passage with final limits of thirty days from date of sale, and to be good on all trains and in all cars. Existing special one-way excursion rates each way may be reduced. in consequence of the above, to the following figures: East St. Louis, \$5.25; St. Louis, \$5.50; Kansas City, Atchison, Leavenworth, St. Joe, Omaha and Council Bluffs, 37.25; Sioux City, \$7.75; St. Paul and Min espo-

World's Fair Excersions. The half-fare excursion rates from the East to Chicago are proving a success. The Pennsylvania's two-section train arrived in Chicago yesterday afternoon with 730 excursionists, and the Erie brought 629 passengers on its special. The Baltimore & Ohio train is due to-day with an equal patronage, and the railroad officials are greatly pleased with the good showing. It is believed that the one train a week scheme will soon have to be enlarged to a train a day on each road.

A Boycott Ordered. Western Passenger Association lines issued a boycott order yesterday against the Tennessee Midland road. They telegraphed that road notice that on and after to-morrow they would discontinue passenger business relations with it to the extent

of refusing to honor tickets over their lines or to sell any tickets over the Mid-Erie Will Not Reorganize, It was semi-officially reported from New York last night that there will be no reorganization of the Erie property, but that the net earnings for the next three years

will be applied to the paying off of the floating debt, and this will prevent reorganization and assessment. Personal, Local and General Notes. M. E. Ingalis, president of the Big Four,

went to Chicago yesterday morning. Assistant Superintendent Drake, of the Chicago & West Michigan, will this week remove his headquarters to Grand Rapids, E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, was in the city yesterday, en ronte to

J. J. Turner, superintendent of the Pittsburg division of the Pennsylvania lines, was in the city yesterday, and last evening went to Chicago.

The Pennsylvania has for some weeks past been operating from one tower at Conemangh fourteen switches by electricity, and so satisfactory has been the ex-

is even a greater bunching of switches this method of operating them by electricity is

to be adopted. The management of the Monon has decided to cut down expenses, and is looking about to see where something in that direction can be done.

The employes on the Big Four and on the Vandalia were this month paid off largely in gold, and some of the boys are disposed to hang on to it as a prize.

The Monon, in connection with the To-ledo, St. Louis & Kansas City, via Frank-fort, talks of putting on sale tickets to St. Louis and Teledo at \$4.60 the round trip. On Tuesday Train 16 on the Pennsylvania line was hauled from Logansport to Kokomo, twenty-five miles, in twentythree minutes. There were five cars in the

The Cleveland, Akron & Columbus on Tuesday ran an excursion from central Ohio to Niagara Falls, and the Columbus & Hocking Valley is arranging one, which, doubtless, means they will be run from points further west.

The threat of the Big Four to take off Train 15, out of Lafayette in the morning for the world's fair, has stirred up the people of Lafayette and points along the line, and there has been a decided increase in the travel on the train.

Mr. Fisher, superintendent of the Phonix Bridge Company, which has the contract to build the new bridge over the Onio river at Jeffersonville, has been instructed to resume work, the troubles over the work having been satisfactorily adjusted.

D. F. Webster, secretary of the Delta Transportation Company, which runs its boats to the world's fair in connection with the Lake Erie & Western, was in the city yesterday for a conference with General Passenger Agent Daly, of the L. E. & W. Eugene Debs is arranging to go East for a few weeks and try and place his new order on its feet. Its organization is slow, as there is a belief that he is to make a po-

more independent in politics than railroad L. M. Worden, traveling passenger agent of the Pittsburg & Lake Erie, will retire from that position Aug. 1. Mr. Worden began railroad life on the New York Central as a brakeman thirty years ago, and was for a number of years emigration agent of the

litical organization out of it, and none are

The 7 A. M. train out of here over the & St. Louis railway, received private ad- Monon for Chicago is proving a very popua passenger coach and a Pullman parlor car, but recently, on several mornings, another day coach had to be put on to accommodate the business.

The Big Four and the Ohio & Mississippi are getting out flaming posters advertising North, and doing a good deal of advertising in the papers. The business the line is doing is really a surprise to general passenger agents Martin and McCarty.

The Lake Erie & Western the first three weeks of this month shows earnings only \$1,560 below those of the corresponding twenty-one days of last year, which is very gratifying to the officials, as a much larger decrease had been feared, so large were the July earnings of the road last year.

The Toledo Blade of Tuesday says the funeral of J. M. Osborn, late division freight agent of the Wabash, was attended by a large number of railroad men of Toledo and other railroad points. His remains were taken to Sandusky for burial. Among the floral offerings was an elegant piece from the freight committee of the Central Traffic Association, of which the deceased was chairman.

The Pennsylvania people are much pleased with the business Train 17 is doing between Louisville and Chicago. Since the first of the month it has averaged ninety-seven passengers per day. No. 16, coming south, is not as yet as well patronized, but in the future promises to be a good train, as it leaves Chicago at 4 P. M. daily, Indianapolis passengers reaching home at 9:30 P. M.

The friendly relations between the Big Four and the Cincinnati Southern, which seemed to have been interrupted recently by the withdrawal of a through service arrangement, have been restored. It is now announced that through cars from Atlanta to Chicago will begin to run July 30 over the East Tennessee, Virginia & Georgia, the Cincinnati Southern and the Big Four,

The Ohie Central is giving the Lake Shore read treuble on business out of Tolede for Chicago. Until the 1st of this month the Lake Shore practically had a monopoly on business between these points. Now the Ohio Central, with its new line, comes in and makes a \$7 round-trip rate, Toledo to Chicago and return, good for ten days. Other roads doing business in the Union Station at Toledo are under contract with the Lake Shore to keep out of the Chicago passenger traffic.

George Bradbury, general manager of the Lake Erie & Western, in commenting on the demoralized condition of passenger rates, said that the managements of all the roads were disappointed that travel to the world's fair had been so light, and were disposed to think their competitors were getting the business; so anxious are they to increase earnings that they are after business where it can be found, and adjust their rates in a manner which they think will secure it.

The official reports show that the Big Four, yesterday, had over five thousand empty cars standing on side tracks west of Indianapolis on their system ready to move the new crop of wheat or any other freight effered. The freight business on the system is heavier than last week. On Monday it exceeded 4,600 loaded cars, and on Tuesday nearly 4,700 leaded cars. Unfortunately, so much of the grain shipped from their southwestern divisions goes to Toledo and Detroit that the road does not get as long a haul out of it as to show big

earnings. The officers of the Young Men's Christian Association will renew their efforts to establish a railroad branch at Indianapolis. There was once a good branch here, but it was badly managed and died for want of support on the part of the railroads, it haying reached a point where Wm. R. McKeen, president of the T. H. & I., was its chief contributor, Since that time the Pennsylvania Company and Big Four officials have come to think better of this branch of the railway service, and doubtless with well directed efforts a very flourishing railroad branch could be established at Indianap-

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Afterusing one bottle of "Mother's Friend" I suffered but little pain, and did not experience that weakness afterward usual in such cases.—Mrs. Annie Gass, Lamar, Mo., Jan. 15th, 1591. Sent by express, charges prepaid, on receipt of price, \$1.50 per bottle, Book to Mothers mailed free, BRADFIELD MEGULATOR CO., ATLANTA, GA. SOLD DY ALL DRUGGISTS.

FURNISHED ROOMS. CHICAGO WORLD'S FAIR.

The undersigned, of Richmond, Ind., has the two three-story brick buildings, Nos. 3142 and 3144 Shields avenue, one half square south of street-car line on 31st street, fare 5 cents to World's Fair or to Stock Yards, Can accommodate fifty persons. Everything new and clean. All entside rooms, and well ventilated, suitable for families, or one or two people. Rates per day, -1. A reasonable reduction will be made when two persons occupy one bed, or wish rooms by the week. Breakfast, if desired, for 25 cents. Take Wentworth avenue car on Clarke street, or cable ine on State, get off at 31st street, and go to Shields avenue. For particulars address

NOTICE, TO WHOM IT MAY CONCERN: THE FIRM of Shute & Tyner has this day been dissolved by mutual consent - H. L. Shute continuing and paying and collecting all debts; R. F. Tyner retiring. Subscribed and sworn to, this July 19, 1898.

JAL S JOHNSON.

Stice of the

3144 Shields avenue, Chicago, Ill.



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Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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NOTICE TO CONTRACTORS - NOTICE IS hereby given that on Wednesday, August 9, 1893, at 2 o'clock p. m., the undersigned Trustees for the Central Indiana Hespital for the Insane, will at the Trustees' Office at the Hespital, receive bids for the construction of a sewer from the Hospital buildings to a point near where Little Eagle creek empties into Big Eagle creek. Plans and specifications will be on file with the Superintendent of the Hospital from and after August 1, 1893, and can be examined by bidders.

The right is reserved to reject all bids. Bond will The right is reserved to reject all bids. Bond will be required from the successful bidder, and bidders will be required to state names of proposed bondsmen with their bids.

JOHN OSTERMAN, J. L. CARSON, Z. H. HAUSER,

TIOSPITAL SUPPLIES-THE TRUSTEES OF the Central Indiana Hospital for Insane will receive sealed proposals up to Friday, July 28, at 10 a m., for furnishing a full line of supplies for the month of August. Requisition book will be on file at Room 45. Statehouse, from and after July 24, 1893.

By order of BOARD OF TRUSTERS.

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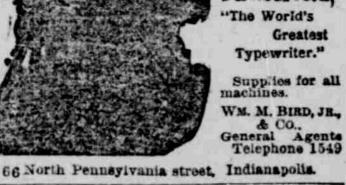
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WILLIAM N. BOWMAN,

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- OF THE -

COLUMBIAN FIRE INSURANCE CO

- OF AMERICA, -On the 30th day of June, 1893.

Located at Columbia Building, corner Fourth and Main streets, Louisville, Ky. HARRY R. BUSH, Aes't Secretary. W. P. D. BUSH, President.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of 4 per cent, as per schedule filed, market value. Debts otherwise secured..... \$528,774.07 Losses adjusted and not due.

Losses unadjusted
All other claims against the company.

Amount necessary to reinsure outstanding risks. The greatest amount in any one risk, \$10,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893 as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

- OF THE --

ÆTNA LIFE INSURANCE COMPN'Y

On the 31st day of December, 1892. Located at No. 218 Main street, Hartford, Conn. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans on bond and mortgage, being first lien on unincumbered real estate, worth double the

The greatest amount at risk on one life, \$25,000. State of Indiana, Office of Auditor of State: I hereby certify the foregoing statement to be a true and correct copy of the original new on file in this office, and that evidence has been furnished showing that the assets of said company are in as good condition on the 1st day of July, 1893, as at the date of said statement.

[SEAL] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

- OF THE -

Standard Life and Accident Ins. Co'y

On the 30th day of June, 1893.

Located at No. 120 Griswold street, Detroit, Michigan. STEWART MARKS, Secretary. D. M. FERRY, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value. \$58,893.99 127,000.00 337,416.23 15,000.00 210,895.59 Debts otherwise secured..... 11,050.00

State of Indiana, Office of Auditor of State. I, the undersigned. Auditos of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 19th day of [SEAL.] July, 1893.

J. O. HENDERSON, Auditor of State.

\$760,255.81

56,002.44

COPY OF STATEMENT OF THE CONDITION

Williamsburgh City Fire Insurance Co

On the 30th day of June, 1893, Located at No. 15 Broadway, Brooklyn, N. Y. MARSHALL S. DRIGGS, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of - per cent., as per schedule filed, market value

Loans on bonds and mortgages of real estate worth double the amount for which the same is
mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums. 415,350.00 82,976.66 11,906.64 All other securities \$1,492,184.53 LIABILITIES. Amount due to banks or other creditors.

Amount owing and not due, to banks or other creditors.

Losses adjusted and due.

Losses adjusted and not due.

Amount necessary to relusure outstanding risks..... 473,154.39 State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on die in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 20th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

- OF THE -

Rochester German Insurance Comp'y

On the 30th day of June, 1893.

Located in Rochester, New York. HON. FREDERICK COOK, President. H. F. ATWOOD, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per 190,829.84 schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 168,550.00 395,540.00 Debts otherwise secured..... Debts for premiums 121,418.14 Total &6sets..... Losses adjusted and not due.

Losses unadjusted
All other claims against the company.

Amount necessary to remsure outstanding risks. The greatest amount in any one risk, \$5,000.

State of Indiana, Office of Auditor of States I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file is this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 20th day of July, 1893.

J. O. HENDERSON, Auditor of State.

THESUNDAYJOURNAL

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